

Safety Regulation Group
Safety Data



General Secretary
The Dutch Safety Board
P.O. Box 95404
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The Netherlands

08 April 2010

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Your Ref: OVV 10500259

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Registratie- datum:	20 APR 2010	
In behandeling bij:		
Naam:	Afdoening:	

Dear

EMERGENCY LANDING BY AS332L, G-JSAR, INTO THE NORTH SEA ON 21 NOVEMBER 2006

In reference to your letter dated 23 February 2010, concerning the ditching into the North Sea of G-JSAR on 21 November 2006, the Recommendation directed to the UK CAA is responded to as detailed below.

Recommendation

The Board recommends that the UK CAA consider including information regarding the application of the aforementioned operational parameters in its guideline "Review of Helicopter Offshore Safety and Survival", so that crews are better able to evaluate the chances of capsizing after a successful emergency landing. In addition it is advisable that this guideline provides solutions with regard to the smoothness of survival suits in combination with inflated life jackets, so that survivors can be retrieved from the water more quickly.

UK CAA Response

The CAA accepts the first part of the Recommendation insofar as it will be shortly publishing a new document CAP 999, provisionally entitled "Search and Rescue", which will provide the requested updated guidance.

CAA Status - Open

The CAA does not accept the second part of the Recommendation concerning the "smoothness" of survival suits in combination with inflated life jackets which hampered the speedy retrieval of survivors from the water during the accident. This aspect of the Recommendation should be addressed to the European Aviation Safety Agency (EASA), which now has the legal competence to undertake rulemaking tasks related to this technical issue.

CAA Status - Closed



Please do not hesitate to contact me should you require any further information.

Yours sincerely,

Safety Analyst
Safety Data
Group Safety Services
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Copied to: UK AAIB, Farnborough, UK